

## Danbury Forest Input to Braddock Road Widening Study

Item	Date	Category	Name	Comment
1	4/21/2014	Pedestrian	Steven Woodbury	Include a pedestrian link from Danbury Forest Drive to Kings Park Shopping Center, along the south side of Braddock Road
2	4/21/2014	Bicycle	Steven Woodbury	Include a bicycle link from Danbury Forest Drive to Kings Park Shopping Center, along the south side of Braddock Road
3	4/21/2014	Traffic Safety	Steven Woodbury	It is essential that this project include re-alignment of the Danbury Forest Drive / Braddock / Wakefield Chapel intersection, to a single cross road and light. This intersection currently is very hazardous for those making a left turn onto Braddock out of Danbury Forest Drive, and for those making a left turn from Braddock Road westbound onto Danbury Forest Drive.
4	4/21/2014	Park and Ride	Steven Woodbury	When the Danbury Forest Drive / Braddock / Wakefield Chapel intersection is re-aligned, consider using the abandoned spur of Danbury Forest Drive as an additional park and ride lot.
5	4/21/2014	Pedestrian; Transit	Steven Woodbury	Many people walk out to Braddock Road from Danbury Forest, especially catch a midday bus. There is a pedestrian trail, now overgrown and boggy, so people walk on the shoulder. When the Danbury Forest Drive / Braddock / Wakefield Chapel Intersection is realigned, include a pedestrian trail parallel to the new section, for access to the bus stop.
6	4/21/2014	Cross-County Trail Safety & Aesthetics	Steven Woodbury	The Cross County Trail passes under Braddock Road at Accotink Creek. The previous widening of Braddock Road left this a dark – and now graffiti-filled -- passage. There should be a grating in the median to allow daylight. Also consider adding lighting since widening Braddock will mean that the passage will be even longer.
7	4/21/2014	Cross-County Trail	Steven Woodbury	The current Cross-County Trail passage under Braddock Road fails to drain properly after normal periodic flooding, and the trail becomes covered with mud and silt. This trail should be redesigned as part of the widening project.
8	4/21/2014	Pedestrian; transit	Steven Woodbury	I frequently walk to the bus along the Accotink Creek trail (Cross-County Trail) from Danbury Forest to the bus stop at Inverchapel and Braddock. The project should include addition of a paved or graveled link from the Cross-County Trail along the south side of Braddock past the tennis courts, to connect to the bus stop and existing neighborhood sidewalks.
9	4/21/2014	Bicycle	Steven Woodbury	Add a paved or graveled trail link from the Cross-County Trail from Accotink Creek to Inverchapel along the south side of Braddock Road.
10	4/21/2014	Cross-County Trail	Steven Woodbury	There is a sharp turn in the Cross-County Trail just north of its passage under Braddock Road, which is hazardous for bicyclists and pedestrians. Re-align the trail to improve sight-lines.
11	4/28/2014	General	Janet Nevius	How do plantings, signs, oncoming traffic patterns, & grading impede line-of-sight
12	4/28/2014	Traffic Flow	Janet Nevius	Would dual turning lanes increase traffic flow (example: allow a center lane the ability to turn as well as go straight. Wakefield Chapel Road for instance: the right hand lane is a "Right Turn on Red" lane. The center lane is a left turn and the left lane is a left turn. Why not have the center lane be able to turn left AND right to increase traffic flow?)
13	4/28/2014	Pedestrian Loop	Janet Nevius	Consider interlinking walking paths in a non-conventional method. KP Shopping center, Ravensworth Shopping Center, Wakefield Park, and the ball park can be linked via an "inter-neighborhood loop". This would keep folks inside the safety of the neighborhood to commute on foot versus heading out to Braddock Road to walk sidewalks that (will be) installed there too. This loop could have segments which off-shoot to Metro Stops along Braddock. It should be paved as it would (expectedly) be used by commuters on foot...and if shared by bikers should be wide enough to accomodate
14	4/28/2014	Traffic Flow (Study)	Janet Nevius	
15	4/28/2014	Assimilation (Study)	Janet Nevius	How long did it take to normalize to the off-grade development on Franconia Rd (I-395 to Elder Rd)
16	4/28/2014			How long did it take to normalize to the off-grade development and change in accesses on Ffx Co Pkwy @ Fairlakes Pkwy
17	4/28/2014	Construction Impact	Janet Nevius	Impact of construction on traffic; will this be a phased project;
18	4/28/2014	Construction Impact/P	Janet Nevius	there is a major concern of the retired/elder community residents that the ability to get around to shops, appts, etc will be very difficult during the construction phase/s of this project. Provide consideration to providing shuttle service between the neighborhoods"on the loop" with stops at Ravensworth & KP Shopping centers, the library & Wakefield Park.

19	4/28/2014	General Comment	DF Resident	I'm thinking more of the destruction that widening Braddock Rd will cause. Adding express lanes, which I'm guessing will have a cost associates for each driver using them is about raising money for the County. Widening the road will create more dangerous air pollution from the huge loss of tree and will negatively impact hundreds perhaps thousands of residents (including the 300+ that live in Danbury Forest) that live along Braddock Rd. Widening from the beltway to Guinea Rd is not what needs to be widened – if anything it's after Guinea Rd that needs the widening.
20	4/28/2014	Pedestrian/Bike	Justin Taylor	Include pedestrian path along DF Drive to connect to Braddock Rd
21	4/28/2014	Pedestrian/Bike	Justin Taylor	<a href="#">Include pedestrian paths along Braddock Rd that would allo safe walking to nearby shopping centers to east and west</a>
22	4/28/2014	Pedestrian/Bike	Justin Taylor	Create new bike paths or sidewalks along Braddock Rd that connect to existing bike paths
23	4/28/2014	Access	Justin Taylor	Address difficulty of turning to westbound Braddock Road from Danbur Forest Drive. Do not eliminate this left turn option.
24	4/28/2014	Impact	Janet Nevius	Once the construction on Braddock starts can the impact to Little River Turnpike and all of the cross-over roads (Wakefield Chapel, Guinea, Olley) be modeled?
25	4/28/2014	Shuttle	Janet Nevius	Can we offer a shuttle option for NOVA; say a park and ride which will keep the school traffic off Braddock & 236 during constuction?
26	4/28/2014	HOV/HOT	DF Resident	Since the primary reason for widening Braddock is to alleviate traffic congestion HOV or Express lanes seem to make more sense than considering HOT lanes...this is not a money making initiative, it's a traffic congestion initiative.
27	4/28/2014	Traffic Flow	Janet Nevius	Consider "time of day" restrictions.
28	4/28/2014	Traffic Flow	Janet Nevius	Determine if "variable speed limit" technology + light synchronization can alleviate issues
29	4/28/2014	Traffic Flow	Janet Nevius	Ditch the "right turn on red" from feeder roads onto Braddock or make them time-of-day restricted. Many of the accidents occur when folks make a right turn on red onto Braddock and the oncoming (usually speeding) traffic creams someone
30	4/28/2014	General Comment	Janet Nevius	Painted road identification approaching I-495/HOT from both directions. Paint on roadway like they did at Old Keene Mill approacing the I95/495/395 on-ramps. There is a lot of last minute weaving or bailing as folks are literally on top of a decision point.
31	4/28/2014	Pedestrian/Bike	Janet Nevius	Consider using the Power Line easement as a bike/ped x-ing from Rolling to Braddock to Wakefield Park to rt236.
32	4/28/2014	General Comment	DF Resident	High concern to home sales during construction
33	4/29/2014		Marc Greidinger	In the draft study, the "innovative at grade solutions" are only being considered with reference to the Burke Lake Road to 495 segment, and why the reluctance to think outside the box
34	4/29/2014	Transit/Bus	Marc Greidinger	Consider the idea of dedicated facilities for bus stops in the center island on Braddock.
35	4/29/2014	Transit/Bus	Marc Greidinger	Consider dedicated center bus lanes which change directionally (time of day restrictions) or bus HOV / express lane to encourage use of transit. Architectural models for center stops can be found in other urban areas such as Hong Kong. These innovations would make transitions to less gas intensive modes of transit
36	4/29/2014	Environmental	Marc Greidinger	Ensure environmental studies are all inclusive and include not only normal runoff from rain, but sedimentation issues which may be introduced as a result of the lengthy construction
37	4/29/2014	General Comment	Marc Greidinger	Accotink Creek watershed stretches all along our area of Braddock too, and runs right under Braddock near Inverchapel (as you know). The risks from sedimentation during construction there, and stormwater runoff from more blacktop everywhere are rather acute in our neighborhood. Environmental issues should be considered along the length of this project. FIRM GUARANTEES should be exacted from the general contractor, including with respect to dredging Lake Accotink if they screw drainage up during construction and contribute to the problem there.
38	4/29/2014		Marc Greidinger	Traffic studies must consider the potential for development out in Sully District resulting from the easing of traffic. If you build it, they will come.